

S
625.7
H3cm
Aug.
1960



THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. III., No. 7.

August, 1960

272 MEN TAKE ADVANTAGE OF TRAINING- IN-SERVICE

Since the inception, four years ago, of the Training-In-Service Program, 272 employees have participated in this self-improvement school.

74 men have already completed the program, while 88 men have taken the instruction for three years or over, 32 have been in it for two to three years; 55 men have taken the special instruction from one to two years and 23 men have been in the program for less than one year.

This does not take into consideration those who have been enrolled and have dropped.

The Training-In-Service is available to those who wish to improve themselves in highway engineering and can successfully pass a screening test. The screening examination allows only about 40% of the applicants to enter the program.

The program consists of evening study and classes, with the requirement that the men entered pass satisfactory tests from time to time before progressing further in the program. Classes are conducted in each construction division, as well as in headquarters.

536 MILES OF NEW HIGHWAY UNDERWAY

As of August 1, the Missoula District led all others in amount of work under way. A total of 137.7 miles of construction at a contract amount of \$13,290,254.00 was under way in District 1, with District 3 at Great Falls following closely with 128 miles of construction at \$12,547,700.00 in contracts. District 5 at Billings had 89.081 miles at \$9,239,348; District 2 at Butte had 63.971 miles at a contract price of \$7,582,623.00.

This all totals up to 536.049 miles of new highway construction underway on August 1, at a cost of \$48,326,754.93.

MILES OF ROADS ON DESIGNING BOARD

To insure new highways in the future, a total of 1,013,047 miles of new highway were on the designers desks as of August 1, and another 304.547 miles of highway were being surveyed.

HUFFINE TO WASHINGTON, D. C.

W. N. Huffine, Division Engineer for Montana for the Bureau of Public Roads was transferred to Washington, D. C., as of August 1.

Bill was never afraid to stand up for the Department and spoke out in our behalf many times when it counted most. He had no time for those who attempted to belittle and befuddle the highway program for political reasons.

His successor is E. H. Cowan, who is no stranger to these parts, having spent several years in Yellowstone Park and comes to us from Salem, Oregon, where he was a district engineer.

NEW OIL AND SEALING UNDERWAY

All over the Montana Highway System these last few weeks, travellers are encountering our maintenance men busy improving our highways. Each year about 550 miles of the system is given a new oil mat, or is sealed. This work can only be done when the weather is warm and so during July and August most sections are busy with the portions of their road that need this treatment.

Traffic control is needed through these sections to prevent cars becoming spattered with oil and to prevent dirt and debris becoming mixed with the new mat. It compels all of us, therefore, to be patient if we must wait three or four minutes for a pilot car, make the most of it, get out and stretch, and be happy that the road is being improved.

OH GIVE ME A HOME, WHERE THE BUFFALO ROAM

We note that a hearing will be held in Washington, D. C., on August 24, on the installation of a device on every car to prevent pollution of air with motor fumes. The rules as proposed would make it mandatory for all cars to be equipped with the mechanism. It would also make it illegal to allow a car to idle for more than three minutes at a time, and cars that gave off visible fumes would be ruled off the highways.

We always did think that Montana's blue sky and fresh air were some of our most precious commodities.

NO ADDITIONAL STATE HIGHWAY REVENUE NEEDED

The decision of the Commission not to request additional highway finances in Montana came about as a result of a substantial build-up of funds in the Montana Highway Trust Fund.

It appears now that sufficient state funds will be on hand to match available federal funds for the next two years.

Since the advent of contract control a year ago by the Bureau of Public Roads, available federal funds were sharply curtailed, thereby allowing state funds to accumulate.

Unless our state highway revenue drops sharply and unexpectedly, and providing that Congress does not accelerate the program, we should be in excellent condition to utilize all funds available.

REMEMBER WHEN?

Believing that the following report would be of interest, we print it verbatim from a report submitted by Walter Mathews, Right of Way Engineer on June 7, 1919, for work done between Central Park and Belgrade:

STATE HIGHWAY COMMISSION
Report Gallatin County State Aid, June 7, 1919.

Work Order 146

Acting under instructions Chief Engineer, Paul D. Pratt, I proceeded to Gallatin County, June 5, 1919, and inspected the work performed under the arrangement made by and between the State Highway Commission and Gallatin County according to stipulations submitted to the Gallatin Board of County Commissioners under date of August 29, 1918.

The improvement contemplated a relocation of the Yellowstone Trail between Central Park and Belgrade involving two miles of new construction estimated to

cost \$3,160.00 of which State Aid was granted upon a 40%-60% basis in a total sum not to exceed \$1,200.00.

Right of Way for this project was not secured until the present year and upon the 30th day of April construction was authorized under supervision of Mr. Fred Brown. The work has progressed as follows:

4,500 yards of material has been excavated by drag line for drainage and embankment purposes.

1,200 yards of material has been excavated by blade grader for embankment.

150 yards of material has been excavated by blade grader, changing course of irrigation ditch to eliminate two culverts.

This work involved the use of Gallatin County machinery including drag line outfit representing an investment of \$11,000.00 for a period of thirteen days, and a Caterpillar tractor and blade machine representing an investment of \$6,000.00, for a period of eight days. Charge for the use of this machinery has been withheld pending the receipt of dates covering the same, which our Mr. Geo. Grant informed Mr. Brown, was being compiled by this Commission.

The cost of the work performed excepting the foregoing items of machine use, are as follows:

Tractor Supplies—Gas and Oil ..\$ 76.78
Labor—Engineer and Blade Man. 86.40

\$163.18

Drag Line Supplies—
Water and Coal Hauling.....\$125.62
Coal 252.00
Labor—Engineers 151.66
Labor—Fireman 117.00

\$809.46

To complete this project the following items of construction are necessary:

3 3'x1.5'x26' Concrete culverts
Est. Cost\$450.00
1 45'x48" Gibson Culvert,
Est. Cost 450.00
Raking out over-size rock 50.00
Rolling 60.00
Blade Grader Work 30.00
1,000 yds. fresno work 400.00

\$1,440.00

The cross section of the work performed is 30' over all and roadway is 24'.

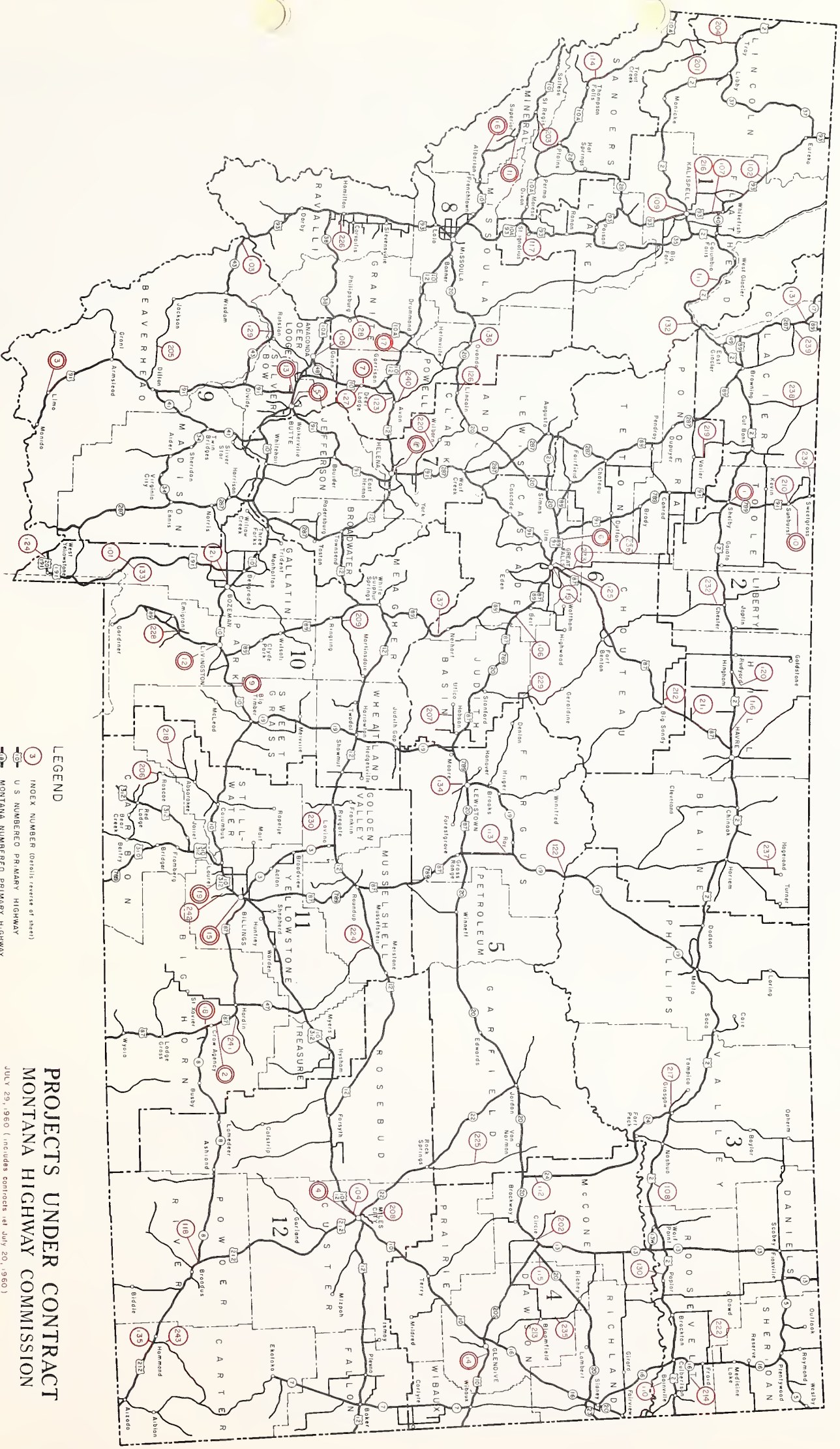
Mr. Brown states that project will be completed July 1, 1919, and that State Claims would be immediately filed for work performed. He suggested that inasmuch as claims in full would be submitted, that Highway Commission bill Gallatin County for its proportion of the costs.

Respectfully submitted,
WALTER MATHEWS,
Right of Way Engineer.

GREAT FALLS FIRE DEPARTMENT HELPS SAFETY PROGRAM

The Great Falls Fire Department is cooperating with our Safety Program in that they are furnishing instructors for our first-aid classes.

We are fortunate to be able to obtain the services of these well-trained men.



LEGEND

3 INDEX NUMBER (Details reverse of sheet)

10 U.S. NUMBERED PRIMARY HIGHWAY

9 MONTANA NUMBERED PRIMARY HIGHWAY

10 SECONDARY HIGHWAY

10 FINANCIAL DISTRICT NUMBER

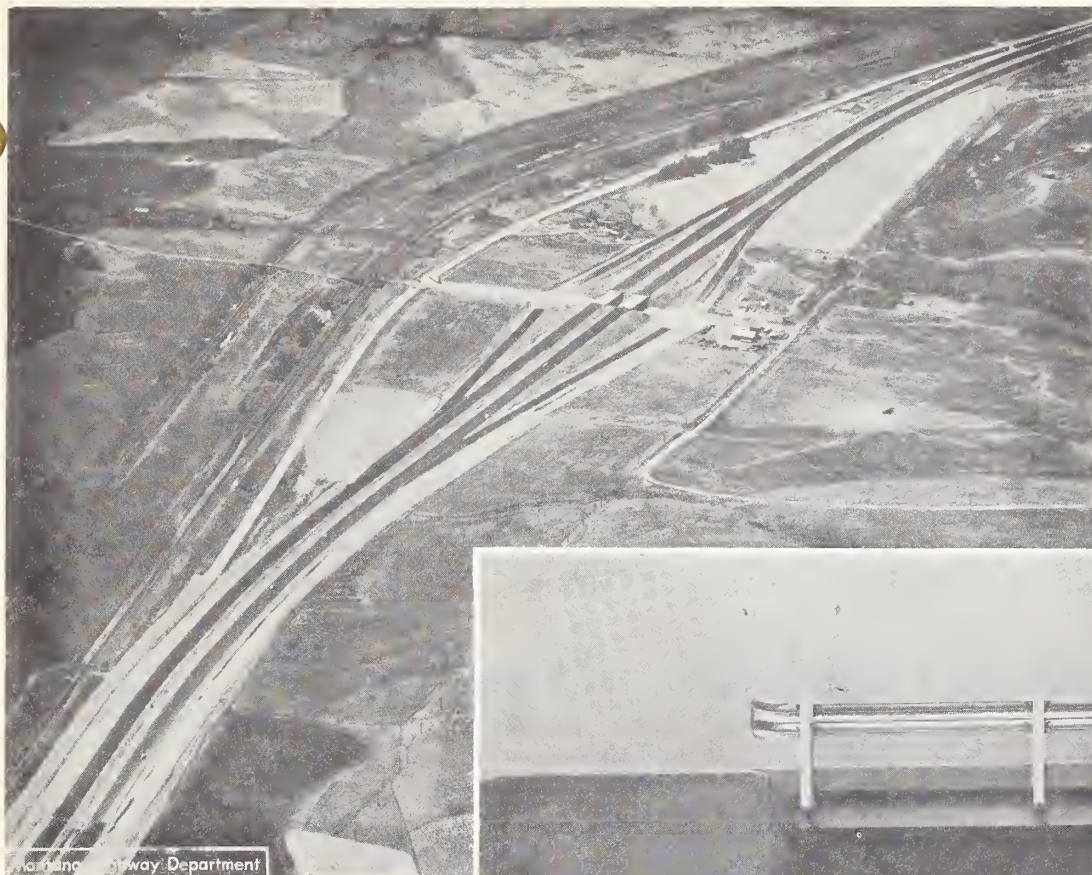
PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

JULY 29, 1960 (includes contracts as of July 20, 1960)

LENGTH, TYPE OF CONSTRUCTION AND LOCATION

Map Index Number	Project Number	Probable Completion Date	
FEDERAL AID INTERSTATE PROJECTS			
1	I-IG-15-8 (3) 351	9-1-60	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete and steel beam overpasses, two 360 foot G.N. Ry. and U.S. 2, one 276 foot U. S. 91 - North Shelby Interchange (US 91 - Shelby North)
2	I 15-8 (7) 351 I 90-9 (5) 498 U 1 I 90-9 (7) 508 U 1 I 90-9 (11) 498 I-IG-15-1 (9) 0 I 94-4 (3) 134	10-15-60 9-15-60 8-31-60 8-31-60 10-15-60 7-31-61	5.6 miles eighing (U. S. 91 - Shelby North) Weigh Station (U. S. 91 - Shelby North) 11.6 miles (4.9 miles four lane divided) grading, drainage, surfacing, plant mix seal coat oiling and fencing (US 87 - Crow Agency North) 11.6 miles grass seeding (US 87 - Crow Agency North) 17.1 miles plant mix bituminous and seal coat oiling (US 91 - Monida thru Lima) One 288 foot steel girder overpass - Miles City West Interchange, One 290 foot riveted plate girder bridge - Tongue River. Two prestressed concrete beam overpasses, One 153 foot County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West) 8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West) 8.5 miles fencing (U. S. 10 - Miles City West)
5	I 94-4 (5) 127 U 2 I 15-2 (9) 128	11-15-60 8-31-61	Five prestressed concrete beam overpasses, One 225 foot - Lexington Avenue, One 225 foot - Oregon Avenue, Dual 210 foot - Harrison Avenue Interchange, One 210 foot Sheridan Street (U. S. 91 - In Butte)
6	I 15-5 (9) 275 U 1 I 15-5 (9) 275 U 2	9-15-60 8-31-60	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 91 - West of Great Falls) Three bridges, two 108 foot prestressed concrete beam - Manchester Interchange, one 219 foot steel girder - Vaughn Interchange, and two dual concrete slab junior grade separations (U. S. 91 - West of Great Falls)
7	I 15-5 (9) 275 U 3 I 15-5 (12) 275 I 90-3 (8) 180 U 1 I 90-3 (8) 180 U 2	8-31-60 10-15-60 4-10-62 8-31-61	8.3 miles fencing (U. S. 91 - West of Great Falls) 8.3 miles signing (U. S. 91 - West of Great Falls) 8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 North and South of Deer Lodge) Six prestressed concrete beam bridges, One 123 foot - North Deer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road, One 153 foot - Clark Fork, One 258 foot - Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roads (U. S. 10 - North and South of Deer Lodge)
8	I 90-3 (8) 180 U 3 ROW I 90-3 (2) 179 I-IG-15-4 (4) 184 U 1 I 117 (10) U 2	9-30-60 8-19-60 11-30-60 8-31-60	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge) 0.8 miles fencing (U. S. 10 - At Deer Lodge) 1607 foot total length dual steel and concrete overpasses - ON NY, and NP Ry. (U.S. 91 - Helena) 4.0 miles (1.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 10 - East of Livingston)
10	I-IG 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - ON Ry. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpass (U. S. 91 - Sunburst North)
11	I-IG 15-8 (6) 379 U 2 I 90-1 (5) 46 I 90-1 (6) 43 U 1	8-15-60 8-31-60 7-1-61	4.2 miles fencing and cattleguards (U. S. 91 - Sunburst North) Two steel riveted plate girder bridges, one 621 foot, one 801 foot, Clark Fork (U. S. 10 - North and South of Superior) 6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U. S. 10 - North and South of Superior)
12	I 90-1 (6) 43 U 2 I 90-1 (6) 43 U 3	8-31-6 10-1-60	Three prestressed concrete beam bridges, two 153 foot - Superior Interchange, one 168 foot - Cedar Creek (U. S. 10 - At Superior and East) 6.7 miles fencing and cattleguards (U. S. 10 - North and South of Superior)
13	I 90-7 (4) 330 I-IG 15-2 (8) 118	9-30-6 11-1-60	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone river (U. S. 10-South of Livingston) 4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A.R.P. Ry. CMST P&P Ry, NP Ry, and Clark Fork (U. S. 91 - West of Butte)
14	I 94-6 (2) 216	9-1-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive)
15	I 90-8 (10) 451	6-30-62	930 and 945 foot (Dual) Steel riveted plate girder bridges - Yellowstone River (U. S. 10 - East of Billings)
16	I 90-8 (4) 60 U 1 I 90-1 (7) 60 U 1 I 90-1 (11) 60 I 90-3 (3) 157 U 1 I 90-3 (9) 157 I 90-3 (5) 157 U 1 I 90-9 (10) 498 U 1 I 90-8 (8) 438 U 1	8-31-60 8-31-60 8-31-60 8-31-60 8-31-60 8-31-60 8-31-60 9-1-60	5.0 miles (1.0 mile in Idaho) grading, drainage and 36 foot reinforced concrete girder bridge - Trail Creek (Montana 43 - West of Wisdom) 5.0 miles signing and delineation (U. S. 10 - Southeast of Superior) 5.0 miles grass seeding (U. S. 10 - Southeast of Superior) 9.6 miles four lane, grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - East of Orundmond) 9.6 miles grass seeding (U. S. 10 - East of Orundmond) 9.6 miles signing and delineation (U. S. 20 - East of Orundmond) 18.1 miles signing and delineation (U. S. 87 - Crow Agency North and South) 6.4 miles four lane, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses - Best Dump Separation (U. S. 10 - West of Billings) 6.4 miles fencing (U. S. 10 - West of Billings)
FEDERAL AID PRIMARY PROJECTS			
101	FHP 42-K2, L3	1960	8.9 miles grading, drainage, surfacing, bituminous surface treatment and two concrete girder bridges, one 122 foot - west Gallatin River, one 105 foot - Taylor Fork (U. S. 191 - South of Bozeman)
102	FHP 12-44, 83, C2	1960	11.0 miles of surfacing, bituminous plant mix and seal coat oiling (U. S. 93 - Southeast of Bureka)
103	FHP 20-4	1960	7.8 miles (1.0 mile in Idaho) grading, drainage and 36 foot reinforced concrete girder bridge - Trail Creek (Montana 43 - West of Wisdom)
104	F 135 (17)	9-15-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City west)
105	F 68 (9)	7-1-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10A - Anaconda East)
106	F 235 (26) U 1	8-31-60	5.3 miles grading, drainage, surfacing, plant mix and seal coat oiling (U. S. 87 - Southeast of Belt)
107	F 100 (8), F 270 (9), & F 210 (5)	8-31-60	14.6 miles (7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling) (7.3 miles plant mix bituminous and seal coat oiling) (U. S. 93 - Montana)
108	F 189 (4) U1 & F 232 (3) U1 F 189 (4) U 2 & F 232 (3) U 2 U 58 (23) U 257 (14) U 1 F 20 (7) U 1	7-30-61 10-31-60 10-1-60	8.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point) One 205 foot prestressed concrete beam bridge - Little Porcupine Creek One 25 foot treated timber bridge - Indian Service Canal (U. S. 2 - West of Wolf Point) 2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell)
109	F 84 (27) F 84 (28) F-IG 273 (11)	7-1-61 7-1-61 7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 2 - East of Culbertson) 5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East) 0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South)
111	FHP 13-66	1961	2.1 miles grading, drainage and surfacing (U. S. 2 - East of West Glacier)
112	F 315 (13) U 1 F 315 (13) U 2 F 315 (14)	9-30-60 9-30-60 10-30-60	8.3 miles grading and drainage (Montana 24 - Junction Montana 20 North) One 205 foot prestressed concrete beam bridge - Timber Creek (Montana 24 - Junction Montana 20 North) 8.3 miles gravel surfacing (Montana 24 - Junction Montana 20 North)
113	F 333 (23) U 1 F 333 (23) U 2 F-F-40 (4) FH FHP 6-05 ROW FHP 6-05	9-30-60 9-30-60 1960 8-31-60	11.8 miles grading, drainage, and surfacing (North of Grass Range) One 945 foot steel and concrete beam bridge - Clark Fork (US 10A relocation - West of Thompson Falls) 2.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 10A relocation - West of Thompson Falls) 2.0 miles fencing (U. S. 10A - Thompson Falls west)
115	F 391 (13)	10-15-60	9.1 miles surfacing, plant mix bituminous and seal coat oiling (Montana 20 East of Circle)
116	F-F-95 (11) U 1	9-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Havre)
117	F 192 (8), F 194 (4), & F 197 (6)	8-31-60	15.7 miles (14.5 miles grading, surfacing) (8.5 miles drainage) , plant mix, seal coat oiling and traffic delineation (U.S. 10A & 93 - North and South of St. Ignace)
118	DF 198 (4), F 334 (15) U 2 & OF 334 (16)	8-31-60	20.4 miles grading, drainage, soil cement stabilization, plant mix and seal coat oiling (US 212 & Montana 6 - Broadus West)
119	U-F-F-35 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - ON NY, and Missouri River (U.S. 87 Bypass - Great Falls North)
120	F 132 (7)	9-1-60	12.7 miles (9.0 miles grading, drainage, and surfacing) plant mix bituminous and seal coat oiling (U.S. 2 - Hingham East and West)
121	F 76 (6), F 203 (7)	8-31-60	13.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 91 - Bozeman West and South)
122	F 333 (24)	8-31-60	19.9 miles surfacing, plant mix and seal coat oiling (Montana 19 - From 4.5 miles South Missouri River North)
123	F 249 (13)	8-31-60	1.2 miles grading, drainage and surfacing (U. S. 12 - East of Garrison)
124	ROW FHP 46-A4 FHP 46-A4	8-31-60 1961	12.8 rods of fencing (U. S. 191 - West of West Yellowstone) 8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced concrete girder bridge - South Fork Madison River (U. S. 191 - West of West Yellowstone)
125	F 149 (12)	9-15-60	0.1 miles plant mix bituminous surfacing, seal coat oiling and signing (U. S. 87 - Refinery Intersection at Great Falls)
126	F 267 (10)	8-31-60	16.5 miles surfacing and plant mix bituminous oiling (Montana 20 - Lincoln East and West)
127	F 184 (14)	10-1-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge)
128	F 78 (7)	8-31-60	9.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10A - North of Philipsburg)
129	F 43 (14) U 1 F 43 (14) U 2	9-30-60 9-30-60	Two bridges, one 235 foot prestressed concrete beam and one 325 foot riveted steel girder - Big Hole River (Montana 43-East and West of Malston) 1.9 miles grading, drainage, surfacing & bituminous surface treatment of approaches to bridges on F 43 (14) U1. (Montana 43 - East and west of Malston)
130	F 84 (26)	8-31-60	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - Poplar West)
131	F 208 (3)	6-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning)
132	FHP 13-15, J3	1960	4.0 miles grading, drainage and surfacing (U. S. 2 - Southwest of East Glacier)
133	FHP 42 J6, K3, I4	1960	16.6 miles plant mix bituminous surfacing and seal coat oiling (U. S. 191 - South of Bozeman)
134	U 103 (7) U 2	9-30-60	One 33.7 foot concrete slab bridge - Big Spring Creek (Montana 19 - In Lewistown)
135	F 262 (12)	9-15-60	11.0 miles stabilized surfacing, plant mix bituminous and seal coat oiling (U. S. 212 - Hammond Southeast)
136	F 237 (16) & F 267 (11)	12-17-60	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (U. S. 20 - West end East of Ovando)
137	FHP 32-A9	1961	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U. S.89 - South of Nehalem)
FEDERAL AID SECONDARY PROJECTS			
201	FHP 5-A1, 8	1960	9.1 miles grading and one 79 foot concrete slab bridge - Bull River (South of Troy)
202	S 31 (5)	9-15-60	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (In Circle)
203	S 216 (2)	8-31-60	3.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (St. Regie - Northeast)
204	S 38 (6)	8-31-60	5.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (South of Troy)
205	S 35 (9)	9-30-60	5.0 miles grading, drainage and surfacing (West of Oillon)
206	S 289 (8) & S 346 (5)	11-15-60	7.7 miles surfacing and plant mix bituminous and seal coat oiling (Rococo East)
207	S 121 (2)	11-15-60	5.7 miles grading, drainage and surfacing. One 65 foot prestressed concrete beam bridge - Judith River (Hobson to Utica)
208	S 388 (1)	6-30-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 198 foot prestressed concrete beam bridge - Sunday Creek (North of Miles City)
209	S 14 (8)	8-31-60	11.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling - (Northeast of Ringling)
210	S 366 (5)	7-30-61	4.5 miles surfacing, plant mix bituminous and seal coat oiling (In Sunburst)
211	S 242 (1)	9-11-60	0.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 75 foot treated timber trestle - Big Sandy Creek (North of Big Sandy)
212	S 219 (4)	9-15-60	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Big Sandy - West)
213	S 32 (9)	7-31-60	10.0 miles surfacing, plant mix bituminous and seal coat oiling (North and South of Bloomfield)
214	S 402 (2)	9-15-60	Three (total 270 feet) Structural Plate Pipe (Northeast of Culbertson)
216	S 157 (2)	8-31-60	10.4 miles plant mix bituminous surfacing and seal coat oiling (Kalispell West)
217	S 257 (3)	9-15-60	Three bridges - one 400 foot riveted plate girder - Milk River, one 120 foot concrete T beam - Cherry Creek, one 75 foot treated timber trestle - Glasgow west
218	S 257 (4)	11-30-60	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Glasgow West)
219	S 175 (1)	8-31-60	6.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Southwest of Absarokee)
220	S 193 (3)	8-31-60	7.4 miles grading, drainage, surfacing, plant mix bituminous oiling (Valley Northwestern)
221	S 2 (2)	8-31-60	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Wilborn Southeast)
222	S 200 (4)	10-15-60	2.5 miles grading, drainage, surfacing and bituminous surface treatment. One 110 foot concrete T beam bridge - Smoke Creek (West of Froid)
224	S 236 (6) U 1 S 236 (6) U 2	8-31-60 10-1-60	One 193 foot prestressed concrete beam bridge - Musselshell River (At Musselshell) 0.7 mile grading, drainage, surfacing, road mix bituminous and seal coat oiling (At Musselshell)
225	S 258 (2)	8-31-60	1.2 miles grading, drainage and one 225 foot prestressed concrete beam bridge - Little Dry Creek - (North of Hook Springs)
226	ROW S 227 (3)	8-31-60	3.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hamilton Southeast)
228	S 227 (1)	8-31-60	27 rods of fencing (225 rods resetting and 698 rods new) (Hamilton Southeast)
229	S 273 (2) S 307 (8)	9-30-61 8-15-60	One 360 foot riveted plate girder bridge (Northeast of Emigrant) 4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Lengthen and widen existing treated timber bridge to 250 foot - Arrow Creek (North of Stanford)
230	S 71 (3)	8-31-60	5.0 miles grading, drainage and surfacing. One 63 foot treated timber bridge - Fish Creek (Ryegate South)
232	S 303 (4)	9-15-60	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Cheater South)
233	S 312 (2) S 336 (2) ROW S 312 (2) S 336 (2)	10-1-60 8-31-60	5.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (North of Great Falls) Reset fencing, cattleguards etc. (North of Great Falls)
234	S 366 (7)	11-1-60	6.3 miles grading, drainage and surfacing (West of Sweetgrass)
235	S 32 (10)	8-15-60	9.9 miles surfacing, plant mix bituminous and seal coat oiling (North of Bloomfield)
237	S 90 (4)	9-16-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Dutton East)
239	S 179 (3)	10-1-60	6.8 miles grading, drainage and surfacing (North of Harlan)
239	S 248 (4)	10-1-60	7.7 miles grading, drainage and surfacing (Northwest of Cut Bank)
239	ROW S 248 (1)	10-1-60	7.7 miles of fencing (Northwest of Cut Bank)
239	S 366 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northwest of Browning)
240	S 291 (10)	10-15-60	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Avon Northwestern)
241	S 322 (5) U 1 S 322 (5) U 2	10-31-60 11-1-60	One 183 foot prestressed concrete beam bridge - Little Big Horn River (Hardin Northeast) 5.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hardin Northeast)
242	S 132 (3)	8-31-60	8.2 miles surfacing, plant mix bituminous and seal coat oiling (Billings South)
243	S 184 (3)	10-15-60	15.3 miles grading, drainage, and surfacing (Hammond Northeast)



Left—Another section of Interstate in the final stages of construction is the section east of Drummond. Traffic is now being routed over the almost completed highway



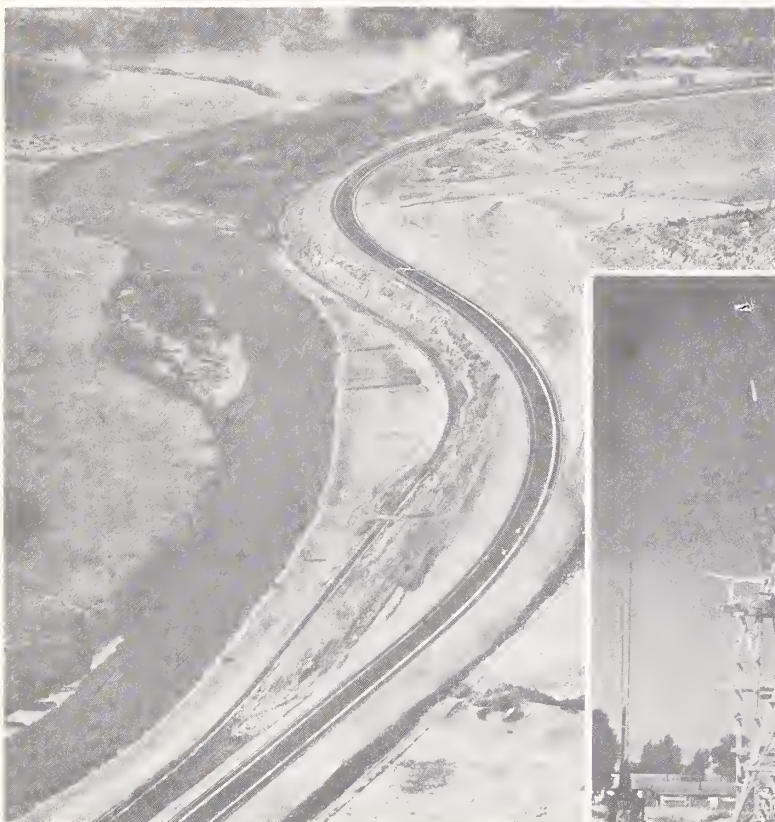
Right—In order to provide access to the ranches along the Drummond-Gold Creek section, these 12x16 underpasses will be used for stock and machinery. The access road will connect with the frontage road parallel to the Interstate and will lead into one of the Interchanges.

THE WHEELS OF JUSTICE GRIND SLOWLY

Two Interstate contracts that have been scheduled for some time seem to have gotten enmeshed in the legal web. To those of us who are anxious to take advantage of good weather and low water this fall, the time passes extremely rapidly while the attorneys and courts discuss and argue the necessity of the Interstate Highway, and in some cases attorneys are utilizing every bit of time allocated by the courts for the preparation of their briefs.

In one instance a defendant's attorney went so far as to deny that he ever agreed on a settlement even after our attorneys had prepared an agreement that all parties had agreed to.

In view of the fact that over 90 court cases are pending in the settlement of right-of-way negotiations, we can't help but admire our staff of attorneys and the Right-of-Way Division for their patience and perseverance at the delays and dilatory tactics used in slowing down the wheels of justice.



UPPER LEFT—On the left, a tourist looks down what was Montana Highway 287 before the earthquake of August 17, 1959, and sees a huge void where the highway was hurled into Hebgen Lake. To the right, a car climbs the paved detour, carrying its passengers west to see Quake Lake. UPPER RIGHT—Stacia Goodno of the accounting section in Helena, on the left, shows Fresia Rojas of Chile how our adding machines work. Fresia is here temporarily, observing American methods which she hopes to put to use back in Chile. LOWER LEFT—The graceful "S" curve in the above photo marks the last stages of construction in that portion of the Interstate in the shadows of the Springdale Cut. LOWER RIGHT—This overpass, crossing the Northern Pacific tracks east of Helena, part of the Interstate system, is an integral part of the highway tying Helena to Butte and Great Falls.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana



Bulk Rate
U. S. Postage
PAID
Helena, Mont.
Permit No. 35